



**CITY OF SALINAS
CITY COUNCIL STAFF REPORT**

DATE: DECEMBER 1, 2020

DEPARTMENT: PUBLIC WORKS, AIRPORT DIVISION

BY: DAVID JACOBS, PUBLIC WORKS DIRECTOR

FROM: BRETT J. GODOWN, C.M., C.A.E., AIRPORT MANAGER

TITLE: ACCEPTANCE OF FEDERAL AVIATION ADMINISTRATION AND CALTRANS DIVISION OF AERONAUTICS GRANT FUNDING FOR THE SALINAS MUNICIPAL AIRPORT MASTER PLAN UPDATE

RECOMMENDED MOTION:

A motion to approve a Resolution for the application and acceptance of grant funding from the Federal Aviation Administration and Caltrans Division of Aeronautics for the Salinas Municipal Airport Master Plan Update.

RECOMMENDATION:

It is recommended that the City Council approve a Resolution for the application and acceptance of grant funding from the Federal Aviation Administration and Caltrans Division of Aeronautics (Caltrans) (California Department of Transportation), for the Salinas Municipal Airport Master Plan Update. The Resolution includes the following actions:

1. Approve submittal of the preliminary and final grant applications for the Federal Aviation Administration (FAA) Airport Improvement Program Number 3-06-0206-31 (AIP 31) and;
2. Approve and accept grant offer being received from the FAA and Caltrans, including amendments and change orders, consistent with Constitutional and Local Law requirements; and
3. Authorize and empower the City Manager and or Designee to execute on behalf of the City of Salinas all required documentation with respect to the application for and the acceptance of FAA and Caltrans grant funding for the Salinas Municipal Airport Master Plan Update, for FAA Airport Improvement Program No. 3-06-0206-31 (AIP 31) upon prior approval as to form by the City Attorney.

EXECUTIVE SUMMARY:

Airport planning is a systematic process used to establish guidelines for the efficient development of airports that is consistent with local, state and national goals. A key objective of airport planning is to assure the effective use of airport resources in order to satisfy aviation demand in a financially feasible manner. Airport planning may be as broad based as the national system plan or more centrally focused as an airport master plan for a specific airport. An airport master plan represents the airport's blueprint for long-term development. A few of the goals of a master plan are:

- To provide a graphic representation of existing airport features, future airport development and anticipated land use.
- To establish a realistic schedule for implementation of the proposed development.
- To identify a realistic financial plan to support the development.
- To validate the plan technically and procedurally through investigation of concepts and alternatives on technical, economic and environmental grounds.
- To prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations.
- To establish a framework for a continuous planning process.

The previous Master Plan (MP) for the Salinas Municipal Airport was completed in 2009. Minor updates to the MP, known as Airport Layout Plan (ALP) Updates, have been completed since 2009. The last minor update was completed in 2016. The past few years have brought changes to the aviation industry and the local area that should be reviewed and reflected upon for the future development at Salinas. The objective of this MP is to evaluate the many changes that have occurred both at Salinas and with FAA guidance to develop a recommended future development plan that enhances the long-term operational viability of Salinas and provides an updated guide for land use and development decisions on and near the Airport.

BACKGROUND:

There are many topics that the Master Plan Update (MPU) will address, including, but not limited to:

- Much of the landside development shown on the current ALP needs to be revisited based on current market conditions for aeronautical and non-aeronautical uses.
- The airfield also needs to be examined for best options to meet FAA guidance and design standards on items such as safety areas and protection zones.
- In order to potentially accommodate diversions for commercial flights from Monterey (MRY), complete a review of the infrastructure needs (projects, costs, and ongoing maintenance), and potentially Part 139 certification requirements, to determine if it is a realistic goal.

The MPU includes an aeronautical survey that meets the FAA standards for Airport Geographic Information System (AGIS) which has not yet been completed for Salinas. This is a key element to continue to support the FAA's management of the national airspace system.

The MP process ensures that aviation needs of the Airport are met in a feasible and fiscally responsible manner and results in a plan that is implementable and accurately documents the needs

of the Airport. The MPU will provide a roadmap for how to accommodate development at the airport. Key at this juncture for the City and the Airport will be developing a plan that can be adapted as recovery in the aviation industry is experienced and growth in the local community continues. Specific benefits include:

- Preparing an updated reasonable forecast of aviation activity by Planning Activity Levels (PAL) and different scenarios for future development.
- Identifying an Airport land use strategy that promotes compatibility and balances aviation and non-aeronautical uses and provides opportunities for enhanced revenue generation.
- Creating a realistic and comprehensive recommended future development plan for Salinas that considers the Airport environs, satisfies future aviation needs, enhances safety, ensures appropriate maintenance projects are planned, and conforms to current FAA standards, orders, and advisory criteria.

Following the FAA's acceptance of the initial grant application, City Staff will finalize contract negotiations with an Airport Master Planning Consultant. Following the final negotiations, Staff will prepare a revised grant application based on the negotiations and submit the revised application to the FAA. Acceptance of the grant based on negotiations will require signatures from the City Manager and the City Attorney's office.

At the November 19, 2020 Airport Commission meeting, the Airport Commission recommended City Council approve the submittal of the preliminary FAA Grant application (AIP31) and that the City Manager be authorized to execute on behalf of the City of Salinas all required documentation with respect to the application for and the acceptance of FAA and Caltrans grant funding, including change orders for the Salinas Municipal Airport Master Plan Update.

CEQA/NEPA CONSIDERATION:

CEQA:

The City of Salinas has determined that the action stipulated in the attached resolution is exempt (Categorical Exemption – CATEX) from the California Environmental Quality Act (CEQA) Guidelines (Section 15300, Class 1) because it is not a project. This plan will ensure the airport remains a safe operating facility as mandated by the FAA.

NEPA:

Because the City is accepting federal funds for this plan, the work is subject to National Environmental Policy Act (NEPA). The FAA has determined that the master planning effort is exempt (Categorical Exemption – CATEX) pursuant to FAA Order 1050.1E paragraph 307o because issuance of a planning grant which does not imply a project commitment, such as airport planning grants qualifies for a categorical exclusion. This plan will ensure the airport remains a safe operating facility as mandated by the FAA.

Future CEQA Consideration:

The Grant application, acceptance, and master planning effort is exempt for both CEQA and NEPA. If the Salinas City Council chooses to formally adopt the Airport Master Plan Update,

similar to the process for the City’s General Plan or Specific Plans, it must be cleared through California Environmental Quality Act (CEQA). Because NEPA does not have such requirements, the expenses related to the CEQA process for an AMPU (formal adoption) is not covered by FAA grant funding as part of the AMPU. The FAA will cover CEQA analysis on a project by project basis as part of the construction grant, requiring the City to fund the effort possibly years in advance of reimbursement. The CEQA analysis for formal adoption would occur subsequent to the master planning effort.

Future CEQA Options:

Following the completion of the master planning effort, the City can choose either of two paths: 1) formally adopt the Master Plan Update and complete CEQA on the entirety of the plan, most likely an Environmental Impact Report (EIR). 2) Do not formally adopt the Master Plan Update and complete CEQA analysis on a project by project basis. Depending on the project, CEQA analysis could range from CATEX, to EIR.

STRATEGIC PLAN INITIATIVE:

The plan complements the City Council’s 2020-2023 Strategic Goals of Investment Strategies, New Revenue and Operational Efficiencies.

FISCAL AND SUSTAINABILITY IMPACT:

There will be no impact to the City’s General Fund. Funding to complete this work will come from the FAA, Caltrans Division of Aeronautics, and the Airport Enterprise Fund. Approximately \$540,000.00 is being requested from the FAA to fund this project. Federal grants under this program require a 10% match; \$60,000.00 is budgeted for the City of Salinas. In the event a Caltrans Division of Aeronautics Grant Match is available, the grant match share would approximately change to the City matching \$33,000.00 and the State matching \$27,000.00. The estimated project costs are based on estimates provided by Kimley-Horn and Associates and will change based on final negotiations with an Airport Master Planning Consultant.

The current budget for the Salinas Municipal Airport Master Plan Update., AIP 31 (City CIP No. has not been assigned, this will happen during the mid-year budget.) is as follows:

FY 21-22	
Funding Source	Appropriations
FAA	540,000
CalTrans	27,000
Municipal Airport Fund	33,000
	\$600,000

DEPARTMENTAL COORDINATION

Approval and execution of the grant will require City Attorney review as to form and the City Manager's approval.

ATTACHMENTS:

Resolution

Applications for Federal Assistance - FAA AIP NO. 3-06-0206-31 (AIP 31)

NEPA/CEQA Documents